

## Intimations.

**R** EQUIRED by a First Class **MERCANTILE HOUSE** in Hongkong, an Experienced Man of Business to act as **COMPRADORE**. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to

Messrs. JOHNSON, STOKES  
and MASTER,  
12, Queen's Road, Central.  
Hongkong, 15th February, 1901. [207c

**BANQUE DE L'INDO-CHINE.**

**WHEREAS** the following **UN-ISSUED** **NOTES** have been **STOLEN** from the Premises of the **BANQUE DE L'INDO-CHINE** and which said Notes are expressed on the face thereof to be **PAYABLE** at the **BRANCH OFFICE** of the said **BANQUE** in **SAIGON**, the Numbers of which said Notes are as follows:—  
Series V 49, 1 to 1,000 of \$1 (One Dollar).

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way, with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,  
For the BANQUE DE L'INDO-CHINE,  
L. BERINDOAGUE,  
Acting Manager.  
Hongkong, 26th February, 1901.

THE BRITISH NORTH BORNEO CO.


**APPLICATIONS** are invited for the  
POSITION of SUPERINTENDENT  
of PUBLIC WORKS and GOVERNMENT  
SURVEYOR. Applications and Copies of  
Testimonials to be sent to the undersigned,  
from whom terms may be learnt. Appointment  
to be taken up as soon as possible.  
**GIBB, LIVINGSTON & CO.,**

Hongkong, 26th January, 1901. [1240]

**TENDERS** are hereby called for the  
ERECTION of BRICK SHOPS at  
ESSELTON for the NORTH BORNEO GOVERN-

Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 13th February, 1901. [2000]

**Auctions.**

  
GOVERNMENT NOTIFICATION.  
No. 162.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, be held at the Offices of the Public Works Department, on

MONDAY,  
the 1st day of April, 1901, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 16th March, 1901. [363c

Particulars and Conditions of the letting  
Public Auction Sale, to be held on Monday,  
the 1st day of April, 1901, at 3 P.M., at  
the Offices of the Public Works Department,  
Order of His Excellency the Governor.

of the Lot of **CROWN LAND**, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a **CROWN RENT** to be fixed by the Surveyor of His Majesty the

S. No.	Boundary Measurements.	in feet.	Rent.	Area.
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Regist. No.	LOCALITY.	Contents of				Annual	Upset Price
		N.	S.	E.	W.		
		ft.	ft.	ft.	ft.	sq. ft.	£

Barker Road	150	150	100	100	15,000	86	2,500
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**PUBLIC AUCTION.**  
R. GEO. P. LAMMERT has received

Instructions to Sell by  
**PUBLIC AUCTION,**  
THE FOLLOWING  
**LEASEHOLD PROPERTIES**  
situate in

EYMOUR ROAD, VICTORIA HONGKONG,  
 and in  
 MARKET STREET  
 and  
 BULKLEY STREET HONGKONG

on  
MONDAY, the 1st day of APRIL, 1901,  
at 3.30 P.M., at his Auction Rooms,

1.—All that piece of ground registered at the Land Office as Section C of Inland Lot No. 585 with the 3 storied dwelling house containing 6 rooms known as No. 585.

containing 6 rooms known as NO. 5 Seymour Road with stone and iron verandahs and commanding a good view of the Harbour. This property is held from the Crown for the residue of a term of 99 years sub-

2.—All those pieces of ground respectively registered at the Land Office as Section A of Hung Hom Island Lot No. 311 and

Section 4 of Hungliom Inland Lot No. 212  
held from the Crown for the respective  
residues of the terms of 75 years subject to  
mortgage for \$5,000 at 57 per cent per

The houses erected on this property are Nos. 149 Market Street and 84 Bulkeley Street 3 storeys high newly built with stone and iron verandahs and shops below near the Market and Kowloon

for further Particulars, apply to—  
C. EWENS,  
Solicitor for Vendor.

or to  
GEO. P. LAMBERT,  
Auctioneer.  
Spring, 25th March, 1901. (1595)

*(continued)*



Today's  
Advertisements.THEATRE ROYAL,  
CITY HALL.Mr. HENRY DALLAS'  
COMIC OPERA SEASON.TO-NIGHT!  
LAST NIGHTTHE SPARKLING MUSICAL PIECE  
"THE GAY  
PARISIENNE."TO-MORROW (THURSDAY),  
AND ON  
FRIDAY & SATURDAY,  
THE CHARMING JAPANESE  
OPERA"THE GEISHA."  
With all the  
ORIGINAL SCENERY AND DRESSES  
from  
DALY'S THEATRE, LONDON.MONDAY and TUESDAY  
NEXT,  
"A RUNAWAY GIRL."FULL CHORUS.  
AUGMENTED ORCHESTRA.PLAN at ROBINSON PIANO CO.  
Usual Prices.Doors Open 8.30. Commence 9 P.M.  
A Late Tram will run nightly during the  
Company's visit.BERTRAM HERMANN,  
Business Manager.

Hongkong, 27th March, 1901. [2880]

CHINA SUGAR REFINING COMPANY,  
LIMITED.NOTICE TO SHAREHOLDERS.  
WARRANTS for the FINAL DIVIDEND  
for the year 1900, declared this Day,  
will be ready for delivery to Shareholders at the  
Offices of the Company on Application from TO-MORROW,  
the 28th instant.  
JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 27th March, 1901. [3740]

NOTICE.  
FROM and after this Date I, hitherto  
known as SORABJEE RUSTOMJEE,  
will use my family name of BISNEY, and be  
known as SORAB BISNEY.S. BISNEY.  
Hongkong, 27th March, 1901. [3710]NORDDEUTSCHER-LOYD  
ORIENT LINE.FOR SINGAPORE.  
The Company's Steamship"CHOWTAI,"  
will be despatched for the above Port, TO-  
MORROW, the 28th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 27th March, 1901. [3730]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW.  
The Company's Steamship"THALES,"  
Captain Robson, will be despatched for the  
above Port, on FRIDAY, the 29th instant,  
at Daylight.For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 27th March, 1901. [3750]

THE OSAKA-SHOSEN KAISHA,  
LIMITED.FOR FOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the  
above Port, on WEDNESDAY, the 10th April,  
at Daylight.For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 27th March, 1901. [3210]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, PORT SAID, COLOMBO  
AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out, marked by mark  
and delivery can be obtained as soon as the  
goods are landed.Optional goods will be carried on unless  
instructions are given to the contrary before  
4 P.M., TO-DAY.Goods not cleared by the 2nd April, will  
be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in  
the Godowns and Notice of same sent to this  
Office before the 10th April, or claims in  
connection therewith will not be recognised.FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, PORT SAID, COLOMBO  
AND SINGAPORE.

THE Company's Steamship

Intimations.  
EYE-SIGHT.Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES  
at 16, Queen's Road Central,  
(R. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and  
diseases affecting those advancing in life  
occur to those having some deficiency in the  
construction of the eye—the many years of  
"Eye Strain" ending in serious forms of disease.  
Glasses specially adapted in youth to those  
requiring them save and preserve the sight.  
Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indicate  
a deficiency in the form of the eye requiring  
Glasses only to correct and cure.  
Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.  
ADVICE FREE. [1453b]A. S. WATSON & Co.,  
LIMITED.SPECIALITIES FOR THE  
SEASON.PORT WINE  
AND  
SHERRY  
the finest Vintages.CLARETS  
including Wines from the most celebrated  
Chateaux.SCOTCH WHISKY.  
Our Whiskies are so well known and  
appreciated that comment is unnecessary.CONFECTIONERY.  
Imported from the leading London and  
Parisian Houses.COGNAC BRANDY.  
Hennessy's finest productions.  
Quality guaranteed.AERATED WATERS  
Absolute purity guaranteed.A. S. WATSON & CO., LIMITED,  
HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 27, 1901.

REUTER'S TELEGRAMS.

GREAT BRITAIN  
AND RUSSIA  
IN CHINA.LONDON, March 26th.  
The Times states that Great Britain and  
Russia have agreed to submit the Tientsin  
dispute to Count von Walderssee.THE DISTURBANCES IN RUSSIA.  
A Council presided over by the Tsar has  
declined to suspend the application of the  
law for drafting recalcitrant students to regiments  
in Asia, and to revise the University  
Statutes.GREAT BRITAIN  
AND RUSSIA  
IN CHINA.The statement of the Times that Count  
von Walderssee will arbitrate the Tientsin  
land dispute is confirmed.BRITISH SOUTH  
AFRICA.  
Mr. Chamberlain has announced that the  
Government does not intend to reopen peace  
negotiations with Commandant Botha.THE BUDGET.  
The budget will be presented on the 18th  
April.THE UNITED STATES AND  
KOREA.The Officials at Washington consider that  
the dismissal of Mr. MacLeavy Brown, chief  
of the Customs in Korea, should not be  
allowed to pass without remonstrance from the  
United States.

WEATHER REPORT.

The Observatory report says:—  
On the 27th at 11.55 a.m. the barometer continues  
to fall on the China coast. Pressure is  
highest over the Pacific to the S. of Japan, and  
a low pressure area appears to be lying over  
Central China. General light, with light  
variable winds, in S. China and the N. part of  
the China Sea.

## LOCAL AND GENERAL.

THE Athletic Sports of the Hongkong Schools  
will be held on the Race-course at Happy  
Valley to-morrow, Thursday. The Sports com-  
mence at 1 p.m.MR. H. E. Pollock, K.C., Hon. Treasurer of  
the Seamen's Church and Mission Fund, ac-  
knowledges with thanks a donation of \$50 from  
Mr. Murray Stewart.A VARIETY entertainment is to be given at the  
Kowloon Institute on Saturday evening next  
commencing at 8.30 p.m. in aid of the funds of  
the Institute. Reserved seats \$1.00, unserved  
50c. Tickets may be obtained from Captain  
Harris, 3rd Madras Light Infantry, or from  
Mr. H. K. Holmes, Kowloon.We understand that a subscription dinner is  
being given to Charles Sinclair, of the Siege  
Train, at the Kowloon Hotel to-morrow evening  
at 8 o'clock, for the services he has rendered in  
the interests of boxing in training the different  
men during the late boxing contests. The  
dinner is under the management of Mr. J. H.  
Downs. No doubt many of the "sports" of  
the Colony will be present.A FIRE took place last night at about eleven  
o'clock at No. 12, Kwai Wa Lane. The house  
was completely gutted, being a three storied  
one. The premises were used as a place goods  
shop and an iron-mongers' shop on the lower  
floors and the upper floors constituted dwelling  
apartments. The Fire Brigade, under Deputy  
Superintendent Badley turned out and extin-  
guished the flames. The damage is consider-  
able. It is not exactly known how the fire  
originated. The premises are understood to be  
fully covered by insurance.The King of England is following the example  
of the late Queen. On his arrival at Paddington  
Station from Windsor lately, accompanied by  
the Queen and his daughter he asked for the  
Irish Terrier "Tim" who carries a collecting  
box for the Great Western Widows and  
Orphans' Fund and who was always a favourite  
with our late beloved sovereign. The dog  
being brought as desired, the King patted the  
collector's shaggy head and dropped some gold  
pieces into his collecting box, whereupon "Tim"  
became decidedly appreciative.As might have been expected, British babies  
are running largely, baptisimally, at present to  
"Edwards" and "Alexandras." With reference  
to a female child found lately near the Hamp-  
stead workhouse, who had of course to be  
named, one member suggested, Victoria Alex-  
andra; another preferred Alexandra; and a  
third approved of Maud. The chairman thought  
Mary Smith would be a much more suitable  
name. The master said that as the child was  
found in New-end he thought the guardians  
would choose New for the surname. "Very  
well," replied the chairman; "name the child  
Mary New."THE proposal to increase the customs duty on  
sugar and several other articles, says the *Naga-  
saki Press*, has caused the former to be imported  
into this country in large quantities, as it was  
generally believed that the increased dues would  
be levied in April next. About 1,500,000 bags  
valued at 15,000,000 yen have already been  
imported. It now appears that the Govern-  
ment has decided, with the approval of the  
Imperial Diet, to put the increased taxation in  
force in October next; but before that date  
arrives, it is expected there will be in Japan  
enough sugar to meet the home demand for at  
least three years.THE trial of those implicated in the Tokyo  
municipal scandals is going on. Various sums  
from 300 to 3,000 yen seem to have been  
expended by the contractors on those members  
of the City assembly who gave their votes to  
the contractors. Every household suffered from  
the pernicious manner in which the work was  
done, piles of dust and rubbish continually  
accumulating, which could not be removed  
unless the housekeeper gave tips to the men  
who so thoroughly irritated, the city assembly  
members. The culprits are about to pay the  
penalty for their crime.THE Japan Advertiser states that the sugar  
merchants in Baku have ordered from Hong-  
kong 140,000 bales of sugar under a contract  
that the goods arrive in Japan by the end of  
the current month. Of this 140,000 bales, which  
are valued at 1,400,000 yen, and of which  
80,000 have already arrived, 40,000 bales repre-  
sent the usual annual amount of import, the  
remaining 100,000 bales being those ordered in  
anticipation of the proposed taxation on im-  
ported sugar. We may add that the loss to be  
sustained by Yokohama sugar merchants may  
exceed three million yen should the sugar tax  
fail to become law this year.THE Hon. Treasurer of the Alice Memorial  
and Nethersole Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—  
H.K. & Shanghai Banking Corporation \$100  
Canadian Pacific Railway Co. 50  
Lau Wai Chun 50  
Meyers & Co. 50  
Nippon Yusen Kaisha, S. N. Co. 50  
Peninsular & Oriental S. N. Co. 50  
Reuter, Brockelmann & Co. 50  
Siemssen & Co. 50  
John Pitt 10VICTORIA GAOL WARDERS  
ATTACKED.It is reported, this morning, that a stir was  
created in the Victoria Gaol by three convict  
prisoners attacking Mr. R. H. Craig, the  
Assistant Superintendent, and the Chief  
Warder, with knives. By some means they  
made their escape from one of the shops in  
which they were working and succeeded in  
injuring themselves with knives. Mr. Craig  
received cuts on the head and the Chief  
Warder severe cuts on the leg. Some Indians  
on duty then came to their assistance and one  
of them is understood to have been severely cut  
by the desperate characters. After a strugglewounded men were removed to hospital, their  
injuries being of a serious character.  
On our application at the Charge Room how-  
ever we were informed that no information  
could be given on the matter.

## QUEEN MINES, LIMITED.

The Second Annual General Meeting of  
Shareholders of the above Company was held  
at the Registered Offices of the Company, 38  
and 40, Queen's Road Central, to-day at  
noon, for the purpose of receiving the Report  
of the General Managers, together with a  
Statement of Accounts for the period ending  
31st December, 1900.Mr. H. J. Humphreys presided and there were  
also present Messrs. C. Evans (Consulting  
Committee), J. A. Jupp, A. J. Mancell, J. A.  
Tarrant, W. D. Sutton, W. E. Clement, A. P.  
Nobbs, J. M. Wong, and W. C. Taylor.The notice convening the meeting was read.  
The Chairman said:—Gentlemen, the Report  
and Statement of Accounts having been in your  
hands for some days, I will, with your permis-  
sion, adopt the usual course and take them as  
read. The accounts speak for themselves and  
do not, I think, require any explanation from  
me. You will remember that when we met  
together last year the chairman informed you  
that our only hope seemed to lie in the 205  
feet level South which was then being driven  
and which at that time was improving in  
appearance as we went on; unfortunately the  
improvement was not maintained and after a  
further distance of about 60 feet had been driven  
the lode cut out altogether. The drive was  
continued a further 33 feet in the hope of  
picking up the lode again but without success,  
and work in this level was stopped in the first  
week in July. About 63 feet was also driven  
in the level North, but as nothing at all  
payable was met with it was discontinued.  
On the advice of our manager we then turned  
our attention to the 142 feet level South as  
giving the most likely prospect of finding  
payable stone. A reef was cut varying from  
16 inches to 24 inches in width, but although  
the quartz was of good appearance it yielded  
badly, a trial crushing of 40 tons made in  
July gave 7 dwts. to the ton, but as the stone  
in the drive was then looking poorer, driving  
was discontinued. A further 50 tons from the  
slopes above the level on being put through  
the Battery in August only yielding 6 dwts.  
to the ton and we were reluctantly compelled  
to stop work on the 15th September and  
close down the mine, a suspension of the  
labour conditions for six months having been  
enforced as mentioned in the Report. The  
Company's funds, being almost exhausted, we  
do not feel justified in doing any further work  
on the present prospects of the mine, but before  
taking any decisive step we propose to wait  
the result of the sinking of the Eureka Shaft  
by Oliver's Coy. to 500 feet, as in the event  
of their finding anything good at this depth the  
2,000 shares we hold in this Company would  
become much more valuable, and it would  
materially improve the prospects of our own  
mine. Besides which we should probably in  
this event, if it became necessary, be able to  
dispose of our Battery and Plant at a better  
price. We called to our Agents in Sydney  
a few days ago to obtain, if possible, a  
further suspension of the labour conditions  
which, if granted, will enable us to wait prac-  
tically without expense for the result of the  
Eureka shaft sinking, as we do not propose to  
make any charge for the management from the  
end of last year as long as the mine is shut  
down. If any shareholder has any questions  
to ask I shall be pleased to answer them to the  
best of my ability.There being no questions the Chairman  
moved the adoption of the report and accounts.  
Mr. Mancell seconded.  
Carried unanimously.  
Mr. Jupp moved the re-election of Mr. W.  
H. Potts as auditor.  
Mr. Clement seconded and it was carried  
unanimously.  
That was all the business.

## LICENSES FOR HOTELS.

A meeting of His Majesty's Justices of the  
Peace was held at the Magistracy, at 2.15 p.m.,  
to-day for the purpose of considering the  
following applications:—  
(1.)—From one Rostomjee Cowasjee Bamjee,  
for permission to remove his licensed publican's  
business from "House No. 148 and 150,  
Queen's Road Central to House No. 142,  
Queen's Road Central, under the sign of the  
"Stag Hotel."  
(2.)—From one Ernest Pukeman, for a  
Publican's Licence to sell and retail intoxicat-  
ing liquors on the premises situated at Houses  
Nos. 177 and 179, Queen's Road East, under  
the sign of the "Vandah Hotel."  
(3.)—From one Esther Oliver, for permission  
to remove her licensed publican's business from  
Nos. 12 and 13, Queen Victoria Street, to No.  
100, Queen's Road Central, under the sign of  
the "Travellers' Hotel."(4.)—From the Isidor Silbermann, for the  
transfer of his Publican's Licence to sell and  
retail intoxicating liquors on the premises  
situated at No. 134, Queen's Road Central,  
under the sign of "The Globe Hotel" to one  
William Goulbourn.  
There were present Messrs. F. A. Hazeland  
(Acting Police Magistrate), G. H. Kamp, C. A.  
D. Melbourne, and E. W. Mitchell.There was no objection to granting ap-  
plication No. 1, and the applicant was given  
the desired permission.  
On No. 4 application, Mr. Gedge (Messrs.  
Johnston, Stokes and Master), appeared for the  
applicant.Mr. Hazeland said there would be no objec-  
tion to certain structural requirements being  
carried out in connection with the place. Mr.  
Gedge promised to erect urinals as required  
by the M. O. H. on arrival of the cisterns which  
were on order, and the application was granted.  
No. 2 application was considered next.  
Mr. Grist (Messrs. Wilkinson and Grist) ap-  
peared on behalf of the applicant. He said it  
was an application for a license in respect to  
premises which had no license at the present  
time.Mr. Hazeland said that the chief point was  
that there had been previous applications for licenses  
in this neighborhood.  
Mr. Grist said there was no licensed hotel  
less than 250 yards away and this was not the  
house that had been refused some time ago.  
As regarded the necessity there did not seem  
to be any house between the town and the  
Bay Hotel, and it would be for the conve-  
nience of the public if the application was  
granted.After further consideration the justices un-  
animously refused the application.  
No. 3 application came up next for consid-  
eration.  
Mr. Grist was for the applicant and he said  
they wished to remove the license to a place  
nearly opposite the old licensed house. The  
drains at the back of the present house were  
very unsatisfactory and it would benefit both  
the applicant and the public generally if the  
application be granted.After further consideration the justices un-  
animously refused the application.  
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Mr. Grist was for the applicant and he said  
they wished to remove the license to a place  
nearly opposite the old licensed house. The  
drains at the back of the present house were  
very unsatisfactory and it would benefit both  
the applicant and the public generally if the  
application be granted.The Chairman said:—Gentlemen, the report  
and accounts with your permission we will  
consider as read. I regret that the  
accounts which are to-day submitted for your  
adoption show such an unsatisfactory result,  
but you will remember that when addressing  
you at the annual meeting last year I men-  
tioned that although we hoped to commence  
work at the Refinery shortly, the future was  
by no means assured, as the supplies of Raw  
Sugar were precarious and the outlet for  
Refined Sugar uncertain. As a matter of fact  
we were not able to begin working until the  
month of May, and although there was a fair  
local demand for Refined Sugar during the  
summer months, the off-take in the Philippines  
is not large enough to enable the Refinery to  
keep regularly at work for a lengthened period  
and during the autumn stocks began to accu-  
mulate, and it was decided soon after the begin-  
ning of this year to close down, pending some  
larger outlet being found for our Refined Sugar.  
You will notice that the result of the year's  
working has in one sense not been unsatis-  
factory, in as much as the sum at debit on 31st  
Dec. 1899, has been reduced from \$25,679.11  
to \$10,011.88, and if there were any prospect of  
development in the demand for Refined Sugar  
locally, or new markets could be opened up,  
I should be inclined to take a more  
 sanguine view of the future than is possible  
under existing circumstances. Unfortunately  
however neither of the above contingencies  
appears probable in the immediate future, and  
I fear that the Refinery will have to remain  
closed for an indefinite period. In the mean-  
time the Machinery and Buildings will be duly  
cared for by the Engineer in charge, to be ready  
for any contingency that may arise.Being no questions, the Chairman proposed  
the adoption of the report and statement of  
accounts.  
Mr. Benjamin seconded and it was carried  
unanimously.Messrs. D. Gillies and H. G. White were  
unanimously re-elected as members of the  
Consulting Committee on the motion of Mr.  
Ross, seconded by Mr. Crickshank.  
The auditor, Mr. Thos. Arnold, was un-  
animously re-elected on the motion of Mr. de  
Gruy, seconded by Mr. Crickshank.CHINA SUGAR REFINING  
COMPANY, LIMITED.The twenty-third ordinary annual meeting  
of the share-holders of the Company was held  
at the offices of the General Agents, Messrs.  
Jardine, Matheson and Company, at noon to-  
day, for the purpose of receiving their Report  
with a Statement of Accounts to 31st December,  
1900. Hon. J. J. Keswick (Chairman) presided  
and the others present were Hon. C. P. Chater,  
C.M.G., Messrs. D. M. Moses, C. S. Sharp,  
D. Gillies, R. C. Wilcox (Consulting Com-  
mittee), G. Murray Bain, W. A. C. Crick-  
shank, W. J. Gresson, A. F. Henderson, J. C.  
Peter, E. J. Moses, J. B. Madar, J. M. Forbes,  
J. Balmi (Secretary), Ho Fook and Wong  
Lung Hing.The Secretary read the notice calling the  
meeting.The Chairman said:—Gentlemen, the Report  
and Accounts have been in your hands for  
some days, we will with your permission follow  
the usual custom and take them as read. When  
addressing you at the last Annual Meeting I  
mentioned that although the results of the year  
1900 then under review were disappointing, we  
need not take a despondent view of the future,  
and as we had a stock of new sugar  
which from indications then existing appeared  
to be satisfactory, I looked for a fair margin  
of profit when a revival in demand set in.  
From the accounts now before you, you will  
see that my anticipations have been justified,  
and that the results of last year's working have  
been satisfactory. This improvement is the  
more gratifying inasmuch as the price under  
review has by no means been free from anxiety.  
You are no doubt aware that since the intro-  
duction of Refineries into Japan that market,  
though still a very valuable outlet for our  
Refined Sugar, has lost some of the attractions  
which it formerly possessed, but China shows  
a steady development. It was with consider-  
able concern that we saw the growing agita-  
tion in the North of China during the spring of  
last year, which paralysed all trade for a time,  
and culminated in the outbreak of hostilities  
under circumstances with which you are  
all familiar. I am pleased to say however  
that as soon as matters settled down the de-  
mand for Refined Sugar began to improve and  
the average off-take for the year though smaller  
than usual, was better than might have been  
expected. The stock we held in godown at  
Tientsin escaped any serious damage, but  
buyers of quantities which had been delayed  
on credit are not traceable, having possibly  
been killed during the bombardment or in the  
interior. A claim for the sugar has been  
put forward against the Chinese Government  
through the proper channel and an amicable  
settlement of the matter may I hope  
be expected.As mentioned on the Report before you, the  
importations of Beetroot Sugar from Europe  
continue to compete for trade in Eastern  
Markets, but the experience of the past year  
seems to indicate that in spite of that competi-  
tion we can still conduct our business at a good  
margin of profit.  
I am pleased to be able to say that  
this is especially the case at the present  
time and that we have been well employed  
since the beginning of the year; we are in a  
favourable position so far as our stocks of Raw  
Sugar are concerned, and the outlook seems  
satisfactory.  
There being no questions the chairman moved  
the adoption of the report and statement of  
accounts.  
Mr. Bain said:—I have much pleasure in  
seconding the proposal for the adoption of the  
report and accounts as presented, and quite  
sure that the shareholders will be pleased by  
the statements which have just been made by  
the Chairman.  
Mr. Peter proposed the re-election of Messrs.  
Hon. C. P. Chater, C.M.G., D. M. Moses, C. S.  
Sharp, D. Gillies, and R. C. Wilcox as Con-  
sulting Committee.Mr. Ho Fook seconded and the motion was  
carried unanimously.  
Mr. Moses moved the re-election of Messrs.  
Thos. Arnold and Fullerton Henderson as  
auditors.Mr. Wong Ying Hing seconded and it was  
carried unanimously.  
The Chairman:—That is all the business,  
gentlemen. Thank you for your attendance.  
Dividend Warrants will be ready to-morrow,  
on application at the Offices of the General  
Agents.LUZON SUGAR REFINING  
COMPANY, LIMITED.The nineteenth ordinary annual meeting of  
the shareholders of the Company was held at  
the offices of the General Agents, Messrs.  
Jardine, Matheson and Company at 12.30 p.m., to-  
day for the purpose of receiving their Report and  
Statement of Accounts to 31st December, 1900.  
The Hon. J. J. Keswick (Chairman) presided  
and the others present were Messrs. D. Gillies,  
K. M. Ross, W. J. Gresson, W. A. C. Crick-  
shank, Chow Cheehee, Ho Fook, Lo Cheung  
Shiu and J. A. Balmi (Secretary).The notice calling the meeting was read.  
The Chairman said:—Gentlemen, the report  
and accounts with your permission we will  
consider as read. I regret that the  
accounts which are to-day submitted for your  
adoption show such an unsatisfactory result,  
but you will remember that when addressing  
you at the annual meeting last year I men-  
tioned that although we hoped to commence  
work at the Refinery shortly, the future was  
by no means assured, as the supplies of Raw  
Sugar were precarious and the outlet for  
Refined Sugar uncertain. As a matter of fact  
we were not able to begin working until the  
month of May, and although there was a fair  
local demand for Refined Sugar during the  
summer months, the off-take in the Philippines  
is not large enough to enable the Refinery to  
keep regularly at work for a lengthened period  
and during the autumn stocks began to accu-  
mulate, and it was decided soon after the begin-  
ning of this year to close down, pending some  
larger outlet being found for our Refined Sugar.  
You will notice that the result of the year's  
working has in one sense not been unsatis-  
factory, in as much as the sum at debit on 31st  
Dec. 1899, has been reduced from \$25,679.11  
to \$10,011.88, and if there were any prospect of  
development in the demand for Refined Sugar  
locally, or new markets could be opened up,  
I should be inclined to take a more  
 sanguine view of the future than is possible  
under existing circumstances. Unfortunately  
however neither of the above contingencies  
appears probable in the immediate future, and  
I fear that the Refinery will have to remain  
closed for an indefinite period. In the mean-  
time the Machinery and Buildings will be duly  
cared for by the Engineer in charge, to be ready  
for any contingency that may arise.Being no questions, the Chairman proposed  
the adoption of the report and statement of  
accounts.  
Mr. Benjamin seconded and it was carried  
unanimously.Messrs. D. Gillies and H. G. White were  
unanimously re-elected as members of the  
Consulting Committee on the motion of Mr.  
Ross, seconded by Mr. Crickshank.  
The auditor, Mr. Thos. Arnold, was un-  
animously re-elected on the motion of Mr. de  
Gruy, seconded by Mr. Crickshank.

## "THE GEISHA" TO-MORROW.

Of all the musical pieces produced since that  
Masterpiece of Gilbert and Sullivan's "The  
Mikado," probably "The Geisha" which is to  
be produced to-morrow night by the Dallas  
Company, is the most attractive and certainly  
the most meritorious. "The Geisha" simply  
sparkles with catchy melodies and smart  
rhythms from beginning to end, and in it are  
contained such opportunities for a display of  
varied talents which Mr. Dallas' Company with  
its large resources can amply supply. Certainly  
"The Geisha" is one of the greatest "draws" the  
company has ever produced, and in spite of the  
fact that the piece has been played here  
several times before, so great is its popularity  
that we predict for it a most prosperous "run"  
during the three nights that it is to be staged.  
—Thursday, Friday and Saturday. With the  
very largely augmented Company which Mr.  
Dallas now has at his disposal compared to  
last year, and with the original scenery and  
dresses from the production at Daly's Theatre  
London—in itself an item of great importance  
—the representation of Owen Hall and Sidney  
Jones' masterpiece certainly has every possible  
chance.THE 1st BENGAL LANCERS'  
SPORTS.The mounted sports of the 1st (Duke of York's  
Own) Bengal Lancers were held on the Polo  
Ground, Causeway Bay, yesterday afternoon in  
splendid weather before a large number of  
spectators, amongst whom were H. E. the Gov-  
ernor, Lady and Miss Blake, H. E. Major General  
and Mr. Gascoigne, Admiral Sir E. H. Seymour,  
Sir Thomas Jackson and many other notabilities  
of the Colony. The Band of the 3rd Madras  
Light Infantry played at intervals during the  
afternoon and greatly added to the enjoyment  
of all present. The Pavilion had been trans-  
formed into a stand for the occasion, and the  
friends of the officers of the regiment were  
entertained there, while for those who preferred  
a nearer view of the event, and we noticed  
that nearly everyone, including the Government  
House party, did, chairs were placed at the edge  
of the course.The first event was Lime Cutting, prizes five  
and three dollars. The troopers proved them-  
selves to be particularly well up in the thing and  
some very pretty sword play was witnessed.Next came Tent Pegging by individuals,  
prizes six, four and three dollars. A series of  
four tracks had been laid down the whole length  
of the ground passing directly in front of the  
stand, opposite which the pegs were driven.  
The pegs were three inches broad and showed  
six inches above ground. The horses came  
down at top speed, the troopers leaning well  
over and making a most vicious prod at the  
peg as they passed, whirling their lances round  
and yelling ferociously when they had taken  
the peg. The men were most expert at it, and  
in order to decide the winner it was found  
necessary to place the pegs endways on so that  
they only showed a surface of one inch by six.  
The Native Officers next competed for a prize  
of ten dollars, and made some capital runs.A V. C. Race came next on the programme.  
Four dummy figures were laid in a row and  
four men rode up at a time, took a jump, gal-  
loped up







## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	Kobe and Yokohama	FRIDAY, 29th Mar., at Daylight.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 29th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 5th April, at Daylight.
INABA MARU	Kobe and Yokohama	FRIDAY, 12th April, at Daylight.
IDZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJO, Kobe and Yokohama	SATURDAY, 13th April, at 4 P.M.
SANUKI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight.
W. Townsend		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th March, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG	29th March.
Prosch	(LONDON with transshipment in HAMBURG)	Freight.
MARBURG	HAVRE, BREMEN and HAMBURG	About 2nd April.
Binzer	(LONDON with transshipment in HAMBURG)	Freight.
SAVOIA	HAVRE and HAMBURG	About 4th April.
Behrens	(LONDON with transshipment in HAMBURG)	Freight and Passage.
BAMBERG	HAVRE and HAMBURG	About 8th April.
Jacob	(LONDON with transshipment in HAMBURG)	Freight.
SIBIRIA	HAVRE and HAMBURG	About 15th April.
Kniep	(LONDON with transshipment in HAMBURG)	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

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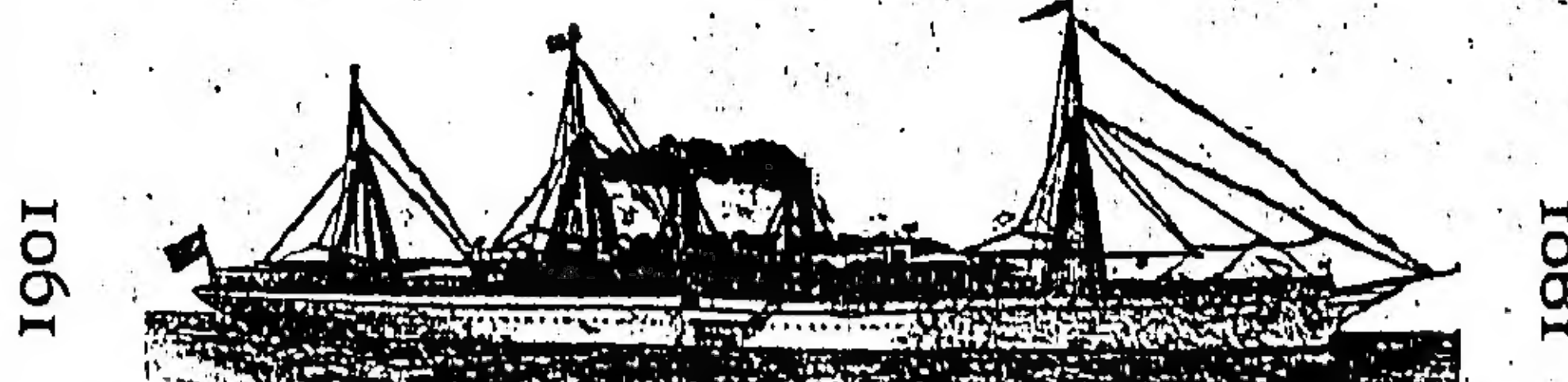
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## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 3rd April.  
EMPRESS OF INDIA, Comdr. O.P. Marshall, R.N.R., WEDNESDAY, 24th April.  
EMPRESS OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. HAYDON, General Agent, Pedder's Street.

Hongkong, 13th March, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Queen Adelaide, 2,832 Tons, F. McNair, Mar. 29  
Glenagle, 3,750 Tons, W. Frakes, April 8  
Chavering, 3,328 Tons, J. R. Rae, April 12  
Olympia, 2,437 Tons, J. Truebridge, April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad traveling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 1/2 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KODIYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th March, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PLASSY," Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

All cargo for France, and London, will be conveyed direct without transshipment. Cargo for Bombay will be transhipped at Colombo into the S.S. "MAZAGON."

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 18th March, 1901.

## NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

Standard Oil Co. American ship, Amersbury.

Standard Oil Co. British ship, Root Clarence.

Standard Oil Co. American ship, Hovea.

Standard Oil Co. American ship, Hovea.

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## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
CEBU and ILOILO	"KAIFONG"	29th instant, at 5 P.M.
MANILA	"SUNGKIANG"	29th instant.
SHANGHAI	"CHINKIANG"	30th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 27th March, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYRREUS"	29th instant.
GLASGOW	"ANTENOR"	1st April.
	"ULYSSES"	11th April.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"STENTOR"	2nd April.
	"DOMENUS"	16th April.
	"AGAMEMNON"	23rd April.
	"AJAX"	30th April.
LIVERPOOL (DIRECT)	"TANTALUS"	15th April.

(Taking Cargo at LONDON RATES)

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 19th March, 1901.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 27th March, 1901.

## NIPPON YUSEN KAISHA.

THE Company's Screw Steamship

"ROSETTA MARU," (3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 19th March, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 25th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE," Captain Matkovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC," will be despatched for the above Port on or about the 3rd April, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDINAND," and "LOWTHER CASTLE."

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th March, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN &amp; QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN," Captain P. T. Helms, will be despatched as above on THURSDAY, the 11th April.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

## Notice of Firm.

## NOTICE.

THE HAMBURG AMERIKA LINIE, HAMBURG, will establish their own OFFICE at HONGKONG, Queen's Building, on the 1st of APRIL.

The Undersigned have been appointed LOCAL MANAGERS.

HAMBURG AMERIKA LINIE, Hongkong Office,

K. OLDORP, Managers.

W. VON JANSON, } Hongkong, 15th March, 1901.



## THE PLAGUE.

Number of cases reported up till noon of the 26th March, 1901	Chinese	66
	Other Asiatics	0
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date	Chinese	66
	Other Asiatics	0
	Europeans	0
Number of deaths reported up till noon of the 26th March, 1901	Chinese	61
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date	Chinese	63
	Other Asiatics	0
	Europeans	0

## SMALL-POX.

Number of cases reported up till noon of the 26th March, 1901	Chinese	27
	Other Asiatics	4
	Europeans	9
Number of cases reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date	Chinese	42
	Other Asiatics	4
	Europeans	9
Number of deaths reported up till noon of the 26th March, 1901	Chinese	20
	Other Asiatics	1
	Europeans	2
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date	Chinese	24
	Other Asiatics	1
	Europeans	2

## FRENCH TRANSPORT ASHORE.

This morning, says the *Singapore F. P.* of the 18th inst., a French transport was observed passing from west to east, under the shelter of the islands to the south of the Harbour. Subsequently she was found to have gone ashore at Pulau Ubin, and she remains ashore. She signalled her name as the *Vinh-long*, a Government transport, that the French Consul was her agent, and that she needed lighters and tugs.

Later accounts are to the effect that the vessel went ashore last night about half-past nine, soon after high water. A launch was sent to her from Tanjong Pagar, to enquire if assistance was wanted. Her reply was that she did not wish to have any communication with Singapore on account of the plague. It was not known then that the Port had been declared free, and the launch returned. Later the *Vinh-long* signalled to Tanjong Pagar through Fort Canning lighters and assistance, which was immediately sent. High tide was at half past eight this morning, and she was unable to move at that hour. As the tides are making for the next five days she may, however, yet get off unaided. The rock on which she has struck, and the cant she has on her at low water, indicate a rather serious position. She has on board a large number of troops.

## THE ROYAL VISIT TO SINGAPORE.

A meeting of the members of the Straits Chinese British Association was held in the Town Hall yesterday afternoon, says the *Singapore F. P.* of the 16th inst., the business being to amend Rule 11 of the Club Rules and to consider what part the Association should take in welcoming their Royal Highnesses. The Duke and Duchess of York.

There were nearly 300 members present, Mr. Tan Jik Kim, the President, being in the chair.

The President's proposition that Rule XI. be amended as suggested, was carried unanimously.

The President then addressed the meeting on the principal business of the afternoon viz: to consider what part the Association should take in welcoming their Royal Highnesses, the said address to be in an album containing views of Chinese life, bound in morocco leather with silver corner and centre pieces and having a clasp of Chinese design. (The design made by one of the members from a sketch of Dr. Boon Keng's, was exhibited and approved of). The cost of the album, said the President, would not exceed \$400.

The meeting unanimously adopted the resolution of the Committee.

The President then put before the meeting the Committee's suggestion, that the Association should erect a wooden pagoda, of seven tiers high, on some public site to be sanctioned by Government, to be illuminated on the night of the Royal drive through the town. The cost of the erection not to exceed \$2,000. He formally proposed the adoption of the suggestion.

Dr. Lim Boon Keng addressed the meeting, seconding the motion.

Amendments were proposed by Mr. Tan Cheng Tuan for the erection of a permanent memorial and by Tchan Chun Fook for a grand display of Chinese fireworks.

The amendments were put to the meeting and lost.

The original motion was carried *nam con.*

It was resolved that the illuminated pagoda should be the contribution of the Straits Chinese British Association and not of Straits Chinese generally, towards the entertainment of their Royal Highnesses. Also, that a subscription list be opened to raise the requisite sum of \$2,000, any balance to be devoted towards the funds of the Association and that members be requested to subscribe liberally towards this fund and to pay their subscription at the Honorary Secretary's office up to the 31st inst., the minimum subscription to be \$1.

A vote of thanks to the Committee, proposed by Mr. Tan Cheng Tuan, and carried unanimously, closed the proceedings.

## NOTANDA.

## CALENDAR.

Meteorological means based on ten years' observations, 1891 to 1900.

Barometer ..... 30.141  
Thermometer ..... 77.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

## TO-DAY.

Barometer ..... 30.03  
Thermometer ..... 79.2  
Humidity ..... 88  
Rainfall ..... 85

## TO-DAY.

Wednesday, 27th March, 1901.

Chinese—27th of 2nd moon of 27th year of Kuang-su.

## High water—Morning ..... 3hr. 32min.

Low water—Morning ..... 6hr. 32min.

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## Consignees.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLEN" LINE OF STEAMERS.

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,  
Hongkong, 21st March, 1901. [355c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 22nd March, 1901. [4c]

EASTERN AND AUSTRALIAN STEAMSHIP CO., LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENCLEUCH" FROM ANTWERP, LONDON AND STRAITS.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

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NOTICE TO CONSIGNEES.

## Intimation.

## HONGKONG RIFLE ASSOCIATION.

## PROGRAMME

## NINETEENTH ANNUAL PRIZE MEETING

TO BE HELD AT KOW



EMPEROR OF CHINA, British steamer, 3,003, R.	Est, coast defence gunboat, 161 tons, 2
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EMPEROR OF CHINA, British steamer, 3,003, R.	Est, coast defence gunboat, 161 tons, 2
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(B.C.) 25th Feb., and Shanghai 17th Mar.  
 Mails and General — C P B C

(B.C.) 25th Feb., and Shanghai 17th Mar.  
 Mails and General — C P B C

**REIBRUD**, German steamer, 5,965 T. Proesch, 14th Mar.,—Moji 9th March, General.  
 Carlowitz & Co.  
**GLENCOLE**, British steamer, 3,300 T. W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Doddell & Co., Ltd.  
**HAITAN**, British steamer, 1,183 T. J. S. Roach, Mar.,—Fochow 31st March, Amoy 24th, and Swatow 25th, General.—Douglas, Laprak & Co.  
**HANGHONG**, British steamer, 900 T. Pearce, 21st Mar.,—Shanghai 18th Mar., General.—Butterfield & Swire.  
**HANOI**, French steamer, 768 T. Pannier, 20th Mar.,—Hoihow 18th Mar., General.—A. R. Marry.  
**HATING**, French steamer, 597 T. W. Bast, 23rd Mar.,—Hiphong and Hoihow 22nd Mar., General.—R. Marry.  
**HIKOSAN MARU**, Japanese steamer, 2,302 T. Hallstrom, 20th Mar.,—Moji 20th Mar., Coal.—Mitsui Bussan Kaisha.  
**KAIFONG**, British steamer, 1,024 T. G. H. Pennefather, 22nd Mar.,—Cebu and Hilo 18th Mar., Sugar and Hemp.—Butterfield & Swire.  
**KÖNIGSBERG**, German steamer, 3,481 T. Christensen, 25th Mar.,—Hamburg 31st Feb., and Singapore 19th March, General.—Stevens & Co.  
**MAUSANG**, British steamer, 1,614 T. Malkin, 23rd Mar.,—Shanghai 17th Mar., Timber and General.—Jardine, Matheson & Co.  
**MILOS**, German steamer, 1,694 T. Niemann, 12th Mar.,—Portland, Or. 29th Jan., General.—Stevens & Co.  
**NIPPON MARU**, Japanese steamer, 3,437 T. W. Greene, 20th Mar.,—San Francisco 19th Feb. and Shanghai 18th Mar., Mails and General.—P. & O. S. N. Co.  
**ON**, British steamer, 1,787 T. J. Young, 17th Mar.,—Moji 13th March, Coal.—Jardine, Matheson & Co.  
**PERLA**, British steamer, 1,274 T. W. Almond, 24th Mar.,—Manila 15th Mar., Ballast.—Sheewan, Tomes & Co.  
**ETRACH**, German steamer, 2,252 T. Ucher, 25th Mar.,—Manila 20th Mar., Ballast.—Sander, Wieler & Co.  
**ETRIANA**, British steamer, 1,140 T. Soape, 25th Mar.,—Belik (Papan) 19th Mar., Kerosine.—Arnhold, Karberg & Co.  
**IMPY**, American steamer, 785 T. J. H. Service.—Manila 18th Mar., General.—U. S. Navy.  
**QUEEN ADELAIDE**, British steamer, 2,830 T. F. McInair, 22nd Mar.,—Shanghai 18th Mar., General.—Doddell & Co., Ltd.  
**AJUJERA**, German steamer, 1,109 T. Agilbom, 20th Mar.,—Manila 16th Mar., General.—Butterfield & Swire.  
**DESETTA MARU**, Japanese steamer, 3,875 T. N. Tate, 20th Mar.,—Nagasaki 22nd March, General.—Nippon Yusen Kaisha.  
**ATUNA**, American steamer, 1,185 T. Potter, 25th Mar.,—Guam 25th Feb., and Manila 22nd Mar., Coal.—U. S. Government.  
**ANKINGAN**, British steamer, 1,021 T. S. W. Moore, 24th Mar.,—Manila 21st March, General.—Butterfield & Swire.  
**SCHVEN**, British steamer, 1,168 T. A. H. Hall, 20th Mar.,—Canton 25th Mar., General.—

Rank, twin screw, torpedo-boat destroyer, 10 tons, 6 guns, 5,400 i.h.p., in reserve.  
 350 i.h.p., in reserve.  
**Glory**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglis, Woosung.  
**Goliath**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, Hongkong.  
**Hardy**, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., in reserve.  
 G.H. twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Lieut. and Comd. Carr, West River.  
**Hermione**, 2nd-class cruiser, 4,350 tons, 6 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Shanghai.  
**Humber**, storeship, 1,640 tons, 800 i.h.p., H. J. Davison, Canton.  
**Iris**, 2nd-class cruiser, 5,650 tons, 11,000 i.h.p., Capt. Charles Windham, Hai-wee.  
**Janus**, torpedo-boat destroyer, in reserve.  
**Linnæa**, gun-vessel, 750 tons, 2 heavy guns, 800 i.h.p., Comd. W. H. Nicholson, Tientsin.  
**Synthia**, Hankow.  
**Lizard**, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comd. J. C. Wainwright, Hongkong.  
**Ocean**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Hon. A. G. Curzon H. C.B., C.M.G., A.D.C., Hongkong.  
**Orlando**, 1st-class cruiser, 5,500 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.  
**Oliver**, torpedo-boat destroyer, Lieut. and Comd. C. Mansel, Shanghai.  
**Phœnix**, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comd. W. H. Nicholson, Tientsin.  
**Pigmy**, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comd. J. F. E. Green, S. C.  
**Pique**, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.  
**Plover**, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comd. O. V. de Groot, Shanghai.  
**Redpoll**, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comd. C. F. Corbridge, Shanghai.  
**Robin** river-gunboat, 2 guns, Lieut.-Comd. G. Webster, Hongkong.  
**Rotario**, sloop, 908 tons, 6 guns, 1,400 i.h.p., Comd. C. Hamilton, Shanghai.  
**Sandpiper**, British river-gunboat, 4 guns, Comd. Carr, West River.  
**Snipe**, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.  
**Swift**, 2nd-class gunboat, 756 tons, 6 guns, 1,100 i.h.p., Hongkong.  
**Taku**, torpedo-boat destroyer, 250 tons, Lieut. Comd. C. Hamilton, Shanghai.  
**Tamar**, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
**Terrible**, 1st-class battleship, 14,200 tons, 16 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.  
**Tweed**, coast defence gunboat, 363 tons, 2 guns, 200 i.h.p., in Reserve Hongkong.  
**Waterwitch**, surveying ship, 620 tons, Lieut. Comd. Lyne, Hongkong.  
**Whiting**, twin screw, torpedo-boat destroyer,

Butterfield & Swire.  
1 LEE, German steamer, 828, T. Calender, 25th Mar., Saigon 22nd Mar, Rice.—Meyer & Co.  
TÉGAMI MARU, Japanese steamer, 1,670, H. Sakamoto, 24th Mar., Moji 20th Mar. Co.—Mitsui Bussan Kaisha.  
MOONIA, British steamer, 1,068, Powell, 25th Mar.,—Pulo Bickong 17th Mar, Oil.—Arnold, Barkham & Co.  
ISANO, British steamer, 1,127, R. Johns, 25th Mar., Canton 24th Mar, General.—Jardine, Matheson & Co.

**Sailing Vessels.**  
OLPH OORIB, American ship, 1,262, Ambury, 19th Dec.—New York and June and Chefoo 12th Dec, Oil.—Standard Oil Co.  
NDEZ, British ship, 1,908, Hemming, 14th Oct.—New York 29th June, Kerosine Oil.—Standard Oil Co.  
WOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept, Coal.—Government.  
TIE C. SMITH, American ship, 45, Riley, 24th Feb.—Yap 14th Feb, Ballast.—Master.  
DABACAR, British 4-masted barque, 1,997, H. Smith, 4th Mar.,—from New York, Oil.

Mackenzie, 9 guns, 6,860 i.h.p., Lt.-Comd. D.S.O., Hongkong.  
WATER, coast defence ship, 4,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
WOODCOCK, river-gubcoat, 2 guns, 560 i.h., Lieut.-Comdr. Watson, Kluang.  
WOODLARK, river-gubcoat, 2 guns, 550 i.h., Lieut.-Comdr. H. E. Hillman, Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 36, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**  
Adamastor, Portuguese cruiser, 1,600 tons, Capt. Andrew, Hongkong.  
Aspern, Austrian gunboat, 976 tons, Capt. V. Weber, Shanghai.  
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9250 i.h.p., Captain S. N. Sybrandt, Swatow.  
Katsurin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenauer, Shanghai.  
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,000 i.h.p., Capt. J. P. Rossauw, Swatow.  
Liberal, Portuguese gunboat, 558 tons, Comd. José da Cunha Lima, Macao.  
Maria Theresa, Austrian cruiser, 10 guns, 1,700 tons, 9,755 i.h.p., Capt. V. Bles, Swatow.

Standard Oil Co.  
CURRY, German schooner, 52, Warnes, 23rd  
Feb., Yap 5th Feb., Ballan.,—Siemens  
& Co.  
AMBIDGE, British ship, 2,305, Robert  
Clerance, 14th Feb., New York 20th Sept.,  
Kerosine.—Standard Oil Co.  
ELLE, British 4-masted bark, 3,262, D.  
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons  
4,235 l.b.p., Capt. Jansen, Taku  
Zeeuwse herring gubboot, 600 tons, Captain  
Mello, Hongkong.  
Zenit, Austrian cruiser, 2,300 tons, Captain  
Skala, Shanghai.

1000, 6th Feb.,—New York 5th Sept,  
 Standard Oil Co.  
 RIVER, American ship, 1,641, A. Wilson,  
 2nd Feb.,—New York 26th June, Oil—  
 Standard Oil Co.  
 WITCH, American ship, 1,172, Howes, 21st  
 Feb.,—New York 16th Feb., Ballast—Master,  
 British ship, 1,000, 1st Feb.,—New York  
 1,233, D. S.  
 23rd Jan.,—New York 3rd Sept.  
 Standard Oil Co.—Order.

BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, March 27th, 1901.

ately, dispatch-vessel, 1,700 tons, 10 guns,  
1,000 l.h.p., Comdr. G. F. M. Crocko,  
Hongkong.

ing, sloop, 1,050 tons, 6 guns, 1,100 l.h.p.,  
Comdr. E. D. Hunt, Singapore.

ing, 2nd-class cruiser, 3,400 tons, 10 guns,  
1,000 l.h.p., Capt. J. Starlin, Hongkong.

ing, 1st-class cruiser, 11,000 tons, 16,500  
l.h.p., 16 guns, Capt. G. H. Cherry, S. S.

ing, British 2nd-class cruiser, 4,300 tons,  
1,000 l.h.p., 10 guns, Capt. A. W. Paget,  
M.A., Shanghai.

ing, 1st-class cruiser, 5,600 tons, 5,500 l.h.p.,  
10 guns, Capt. E. H. Bayly, C.B., Hong-

ing, 13 guns, 1,750 h.p., Captain Dobrovolsky,  
at Taku.

*Dimitri Denzky*, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Comdr. Sharon, at Taku.

*Gaidamak*, Russian gunboat, 400 tons, twin  
screw, 18 guns, 3,400 h.p., Capt. Serebren-  
nitski, at Taku.

*Gremiatzki*, Russian armoured cruiser, 1,493  
tons, twin screw, 10 guns, 2,000 h.p., Capt.  
Mikhaevsky, at Taku.

*Koryevitz*, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Simann, at Taku.

*Mangfou*, Russian cruiser, 1,213 tons, twin  
screw, 14 guns, 1,500 h.p., Capt. Yakovlev,  
at Nagasaki.

*Navarin*, Russian battleship, 10,000 tons, 10

[illegible]

6 guns, Lieut. and Condr. F. M. Kake, Amoy.  
 1st-class cruiser, 1,770 tons, 6 guns, 20 lb.p. Commander Sir Bouchier, Bat, Hongkong.  
 1st-class gunboat, 710 tons, 1,500 lbs. p. 6 guns, Lieut.-Comdr. E. A. Baird, Chow.  
 1st-class battleship, 10,300 tons, 14,000 lbs. p. Capt. J. R. Jellicoe, C.R. Hongkong.  
 1st-class, 1,200 tons, 8 guns, 2,000 lbs. p. G. W. Widdowson, Hongkong.  
 2nd-class, Russian armoured cruiser, 12,400 tons, 22 guns, 14,500 lb. p. Capt. Demojoff, Nagasaki.  
 3rd-class, Russian cruiser, 1,530 tons, 1,780 lb. p. 11 guns, Capt. Komarov, at Singapore.  
 4th-class, Russian flagship, 1,040 tons, armoured 15 in. screw, 12 guns, 12 class, 12 guns, 15,500 lb. p. Capt. Haupt, at Port Arthur.  
 5th-class, Russian "battleship," 1,300 tons, 13,000 lb. p. 16 guns, Capt. Melnikoff, at Hongkong.  
 6th-class, Russian gunboat, 1,200 tons, 12,000 lb. p. 12 guns, 12 class, 12 guns, 15,500 lb. p. Capt. Haupt, at Port Arthur.

(1st and 2nd class.)

*Forest*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Janitchich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

*Nargaz*, Russian torpedo boat, 85 tons, 4 guns, 1,300 h.p., 23 knots.

*Novorossiisk*, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

*Podorossiisk*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Siala*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Scotchina*, Russian torpedo boat, 23 tons, 4 guns, 970 h.p., 19 knots.

*Sieriatka*, Russian torpedo boat, 23 tons; 1 gun, 220 h.p., 16 knots.

*Strauss*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sunguri*, Russian torpedo boat, 140 tons, 4 guns, 1,300 h.p., 16 knots.

*Farenholt*, at Shanghai, 1,370 tons, 6 guns, 890 h.p., Comd. G. A. Bicknell, at Tokyo.

*Monsey*, U.S. double-turret monitor, 4 guns, 2,400 tons, 4 guns, 5,444 h.p., Comd. G. V. Fignier, at Shanghai.

*Nanhaien*, U.S. collier, Ensign F. E. Ridgell, at Hongkong.

*Nashville*, U.S. cruiser, Comd. R. P. Rogers, at Nagasaki.

*Newsum*, U.S. cruiser, 4,600 tons, Comdr. M. Calla, at Hongkong.

*New York*, U.S. cruiser, 4,083 tons, Capt. I. McCullam, at Manila.

*Oregon*, 1st-class U.S. battleship, 10,820 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickenson, at Hongkong.

*Patrol*, U.S. gunboat, 822 tons, 4 guns, 1,000 h.p., Comdr. C. G. Cornwall, at Manila.

*Princeton*, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

*Scindia*, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

*Solaga*, U.S. gunboat, 1,000 tons, 6 guns, 1,000 h.p., Comdr. J. M. Miller, U.S.N., at Hongkong.

Flagship of Rear-Admiral Reuschoff.

**THE GERMAN SQUADRON.**

*Brandenburg*, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

*Bussard*, German cruiser, 1,500 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

*FIRST Bismarck*, German battleship, 11,000 tons, 36 guns, Capt. Graf Lottkie, at Taku.

*Feflon*, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rellmann, at Amoy.

*Fleeter*, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*Hansa*, German cruiser, 6,000 tons, 30 guns, at Hongkong.

*Chiaofoo*, Italian cruiser, Taku.

*Elbe*, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

*Fiermasca*, Italian cruiser, Capt. Carlo Negri, Shanghai.

*Stromboli*, Italian cruiser, 3,893 tons, Captain R. Marselli, Hongkong.

*Vetter Piant*, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

**RIVER STEAMERS, SCHOONERS, AND LORCHAS.**

*Fatshan*, British steamer, 1,425, J. Dick, Hongkong, Canton, and Macao Steamboat Co.

<p>battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Wouong.</p> <p>uche, German gunboat, 850 tons, 10 guns, Comdr. Dreihardt, at Hongkong.</p> <p>kuabe, German cruiser, 10,100 tons, 8 guns, Comdr. Buerner, at Hainow.</p> <p>eadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.</p> <p>ger, German gunboat, 500 tons, 10 guns, Comdr. von Mittelsdiidt, at Shanghai.</p> <p>risenburgh, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.</p> <p>arth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.</p> <p>F. Wilhelm, German battleship, at Nagasaki.</p>	<p>Cd.</p> <p>Kong Nam, British steamer, T. Austin, R.N.R., —Chinese Owned.</p> <p>Hongkong and Macao.</p> <p>Heungshan, British steamer, 1,055, W. E. Clarke, —Hongkong, Canton and Macao Steamboat Co.</p> <p>Macao and Canton.</p> <p>Lungshan, British steamer, 141, G. F. Morrison, —Hongkong, Canton and Macao Steamboat Co.</p> <p>Kiangtung, Chinese steamer, 563, Holmes, —China Merchant Steam Navigation Co.</p>
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*Chely*, at Nagasaki.  
—*Albatross*, 700 tons, Capt. Babinne,  
*Goli*, 2nd class dispatch-boat, Lt.-Comdr.  
De La Croix de Castries, at Nagasaki.  
—*Sloop Lubat*, 2nd-class cruiser, 4,000  
tons, 9,000 i.h.p., 18 guns, Capt. Espinay St.  
Luc, at Foochow.  
—*Gunboat*, 600 tons; Capt. Loidi, at  
Canton.  
—*Gunboat*, 600 tons, Capt. Maresbette,  
at Taku.  
—*Entrecasteaux*, 1st class cruiser, 8,100  
tons, 26 guns, 13,500 i.h.p., Capt de  
Marolles, at Taku.  
—*Carter*, 2nd class protected cruiser, 4,000

*Lil*, American steamer, Kai Hing & Co.  
Nanning, British steamer, J. J. Lassus & Co.,  
Hongkong and Macao Steamship Co.,  
—J. M. & Co. and E. & S.

Lorohas and Schomera.  
Kuting, lorcha, 160, Reynolds, Hongkong to  
Canton,—Hung Kum Sing.

**Post Office.**

A Mail will close:—  
For Canton—*Fer Hankow*—to-morrow, the  
26th instant, at 7.30 A.M.

lost, at Taku. 1, 2, and class protected cruiser, 4,000 tons, 6 guns, 9,000 i.h.p., Capt. M. Motet, at 28th instant, at 3 P.M. For Manila—Per *Singalang*, on Friday, the 29th instant, at 3 P.M. For Cebu and Iloilo—Per *Kastang*, on Friday, the 29th instant, at 3 P.M. For Moji, Kobe, Yokohama, Victoria, (B.O.) and Tacoma—Per *Queen Adelaide*, on Friday, the 29th instant, at 3 A.M. For Singapore, Siam, and Sourabaya—Per *Ontang*, on Friday, the 29th instant, at 11 A.M. For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Rostila Maria*, on Friday, the 29th instant, at 3 P.M. For Singapore—Per *Freilure*, on Friday, the 29th instant, at 3 P.M.

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